

7 FAM 720 SHIPMENT AND DISCHARGE OF SEAMEN

(TL:CON-4; 12-30-83)

7 FAM 721 SHIPMENT

7 FAM 721.1 Responsibilities of the Master

a. Every master of a vessel of the United States who engages a seaman at a foreign port where there is a consular officer present must first obtain the approval of the officer and engage the seaman in the consular officer's presence. Failure to do so renders the master liable to a fine (46 U.S.C. 570, 571).

b. When seamen are shipped at ports where there is no consular officer, the master must report their shipment at the first port of call where there is a consular officer. The seamen will then be formally shipped before that officer. However, if the port is closed for the weekend or for a holiday, or if for some other reason the report would be inconvenient to the master or the consular officer, the report may be made at a later port of call.

7 FAM 721.2 Shipment

Shipment is the signing of a crew member on board a vessel under shipping articles. U.S. Coast Guard Form CG-705A, Shipping Articles, is used. The articles are a contract between the master and the crewmen about the conditions of their employment. When seamen are shipped before a consular officer, the officer should ensure that the seamen understand the terms of the contract and the nature of the work involved. Seamen are not bound by a clause in the articles which the seamen have not read or was not read to them, or if the seaman requested it, was not clarified for them. However, it is not necessary for the consular officer to review the terms of the contract. It is sufficient merely to ask the seaman whether there is an understanding as to the terms of the contract.

7 FAM 721.3 Merchant Mariner's Document ("Z" Card)

a. A qualified seaman normally will be in possession of a document known as a "Z" Card. It is known by this term because of the serial number on the card, the seaman's Social Security number, which is preceded by the letter "Z".

b. The "Z" Card shows the highest position on the ship for which the seaman is eligible. A ship's complement of crewmen usually is divided into three categories; the deck department, the engine department, and the steward's department. The work category for which a seaman is qualified (ordinary seaman, wiper, messman, and so forth) appears on the reverse side of the "Z" Card. The consular officer should be reasonably satisfied that the seaman is qualified for the position in which the seaman will serve.

c. "Z" Cards are issued by the U.S. Coast Guard on Form CG-2838. The card is laminated in plastic and contains a photograph and a thumb print of the seaman. The signature will appear across the photograph and the data portion of the card. The cards should be examined and any not having these characteristics must be viewed with suspicion. A card believed to be fraudulent must be transmitted to the Commandant, U.S. Coast Guard, with a copy of the transmitting communication to the Department (CA/OCS/CCS).

d. Since March 1982, the U.S. Coast Guard has issued novice U.S. seamen a new identity document known as the "Merchant Mariner's Temporary Certificate of Identification/Service", CG-2838(T). Formerly, all U.S. seamen carried the U.S. Merchant Mariner's document.

7 FAM 721.4 Signing Shipping Articles

a. The seaman signs the shipping articles before the consular officer in the section entitled "Particulars of Engagement". The consular officer attests each seaman's signature by initialing in the place provided, and by impressing the consular rubber seal in the same place.

b. When all available space on the original shipping articles has been used, further shipments are entered on additional sheets securely attached with ribbon and seal to the original set of shipping articles.

c. Consular officers should be aware that it is not unlawful for vessels to carry more than one set of articles. The practice of carrying more than one set of articles is prevalent in some areas of the world where, for example, tankers never return to the United States or return only after many years. It has become customary on some of these ships to sign on crewmen for varying periods on different sets of articles so that a complete change of crew personnel at any one time is not necessary. Also, one or more sets of articles may be carried for the employment of alien crew members with different terms of pay and employment than those of U.S. citizen crew members.

7 FAM 721.5 Seaman Action Certificate

a. Form FS-463, the Seaman Action Certificate, is the basic consular form for the shipment, discharge, and separation of seamen. It contains three sections. The first section is used for the shipment of seaman. Usually a Foreign Service National employee makes the entries (see 7 FAM 721 Exhibit 721.5a).

b. One copy of the Certificate is to be stapled to the shipping articles and another copy stapled to the Certified Crew List, U.S. Customs Service Form I-418. A third copy is forwarded to the Commandant (G-MVP-1), U.S. Coast Guard, Washington, D.C. 20593. The fourth copy is retained in the post's files. Blank copies of the Seaman's Action Certificate may be photocopied "in a pinch" if the post's supply temporarily becomes exhausted (see section 7 FAM 024.5 b about reproducing forms).

7 FAM 721.6 Procedure When No Seaman is Available for Crew Vacancy

a. If a ship has been deprived of the services of one or more crew members, the voyage may be continued, as if no vacancies had occurred, provided the vacancies are filled with replacements of the same or higher grade or rating. If a sufficient number of qualified replacements cannot be obtained, the ship may continue its voyage without all of the required positions being filled, provided:

- (1) Such services were lost through desertion or casualty;
- (2) Such services were lost without the consent, fault, or collusion of the master or owners of the ship;
- (3) The master is unable to obtain replacements of the same or higher grade or rating to fill the vacant positions;
- (4) It is the judgment of the master that the ship is sufficiently manned to continue safely; and,
- (5) Continued efforts are made to obtain replacements during the course of the voyage.

b. A master may sign on a U.S. citizen who does not hold a "Z" Card if the consular officer is satisfied that no seaman holding such a card is available. Coast Guard clearance is no longer necessary. A seaman is not considered "available" if the seaman's arrival from elsewhere would delay the scheduled sailing of the ship.

c. A person who is not a U.S. citizen and who does not hold a "Z" Card may be employed to fill a crew vacancy if the consular officer is satisfied that no other person meeting the requirements of the preceding paragraph is available and if the consular officer will provide the person with a temporary clearance. Consular records should be checked and police or other sources consulted before clearance is given, provided this does not delay the ship's departure.

d. Consular officers may be approached by persons who are U.S. citizens but never were seamen who are destitute and who wish to work their way back to the United States as crewmen. If they can obtain the approval of a master of a vessel of the United States, they may be signed on articles. Clearance by the U.S. Coast Guard is no longer required.

7 FAM 722 DISCHARGE

7 FAM 722.1 Responsibilities of the Master

Where a consular officer is available in a foreign port, the master cannot lawfully discharge a seaman without the intervention of the consular officer. In ports where a consular officer is not available, a discharge may be made solely by the master and the seaman.

7 FAM 722.2 Responsibilities of the Consular Officer

a. A consular officer is authorized to discharge a seaman upon the application of the master of any vessel of the United States or upon the application of any seaman. In the latter case, the officer must be satisfied that the seaman has completed the shipping agreement or is entitled to discharge according to the general principles or usages of maritime law as recognized in the United States (46 U.S.C. 682). When a request is made for the discharge of a seaman, a consular officer should be satisfied that good reasons exist for a discharge before granting the application. The seaman must be present to be discharged.

b. Before discharging a seaman, it is necessary that the consular officer obtain the ship's agent's assurance that the local immigration authorities have no objection to the seaman's discharge. Also, the agent should assure the officer that proper arrangements have been made for the repatriation of the seaman. The seaman must concur with all the arrangements and should be advised of any local penalties that may be incurred, such as immigration detention if the flight or sailing is missed.

7 FAM 722.3 Grounds for Discharge

a. Mutual Consent

Mutual consent between master and seaman is a technical basis for discharge used occasionally when specific grounds are lacking and discharge is not necessary for the welfare of the seaman or the ship. This type of discharge should be kept to a minimum.

b. Illness or Injury of Seaman

The illness or injury of a seaman constitutes a valid basis for discharge. Although a seaman may not be discharged unless physically present, the personal appearance of the master may be waived if the condition of the injured or ill seaman is such that prompt medical attention is necessary and cannot be furnished on board ship or when the master cannot proceed with the seaman to another port without risk to the crew, vessel, or cargo. In such cases the master will furnish in writing a full statement of the facts to the consular officer. This should include the reasons why the master cannot personally appear. If the statement is found to be acceptable, the consular officer may discharge the seaman as if the master were present. A copy of the statement is then attached to the discharge. When discharging a seaman for illness or injury, the consular officer obtains the name and address of the next of kin for possible future reference. If a seaman is to be hospitalized, a hospital certification must be obtained showing the seaman's condition upon entering the hospital in order to establish the seaman's right to discharge from the ship. Upon leaving the hospital, a statement is obtained to determine the seaman's fitness for sea duty or travel.

c. Misconduct

(1) When insubordination or misconduct is alleged, the grounds should amount to a disqualification of the seaman by a showing that the seaman is an unfit person to have aboard ship. A seaman must not be discharged for slight or venial offenses, or for a single offense unless of a very aggravated nature.

(2) If the discharge is for insubordination, the consular officer should be reasonably satisfied that the seaman was disobedient and would not perform assigned duties or respond to discipline.

(3) Gross dishonesty, habitual intoxication, or a disposition to instigate brawls to the detriment of discipline among the crew have been held to be sufficient grounds for discharge. Discharge should not be approved if the offense is temporary and if the offender is genuinely repentant and willing to improve conduct and return to duty.

(4) A seaman may be discharged when arrested and awaiting trial for an offense against local laws abroad, or imprisoned for such an offense and held abroad as a witness, or when returned on another vessel to the United States as either a prisoner or witness.

(5) When a seaman is being discharged for misconduct, an air carrier may require an escort to assure that the seaman poses no threat to the plane, its crew, or passengers. It is the responsibility of the shipping company and its local agent to provide and to pay for the escort. At times a seaman being discharged for misconduct may refuse to sign any documents required for discharge. When that happens, the consular officer should indicate that fact where appropriate in the discharge documentation.

d. Voyage Delays

If the consular officer is convinced that a voyage was intentionally prolonged by the master or ship operator beyond the time specified in the shipping articles, the crew may be discharged upon their demand. However, there have been court decisions which impose duties on the ship and seamen to continue the voyage. When the delay is not due to any fault of the vessel, the owner, or master, it is the duty of the seamen to continue their service until reaching the final port. In the absence of evidence that the voyage was prolonged only for the convenience or benefit of the operator, the crew usually is retained on extended articles until they reach the United States. At that time they may make any claim they wish before the appropriate authorities.

e. Unsuitable Provision

Discharge may be granted on a request by the crew, or by any member thereof, following a report by inspectors, approved by the consular officer, that the vessel was sent to sea unsuitably provisioned in any important or essential particular, whether by neglect or by intent. However, the crew must remain and perform their duties if the inspectors report that in their opinion the difficulties found to exist have been the result of mistake or accident which could not have been known and provided against before sailing, and if the master removes or remedies the causes of the complaint in a reasonable time.

f. Shipwreck or Sale of Vessel

When a vessel is sold abroad or is wrecked, destroyed, stranded, or condemned as unfit for service, the crew is entitled to discharge.

g. Miscellaneous Grounds for Discharge

Among other grounds for discharge are violation of law regarding watches or duties, cruel or unusual treatment, or transfer or disgracing of a seaman. The Department (CA/OCS/CCS) should be consulted when non-routine discharge problems are encountered.

7 FAM 722.4 Documentation for Discharges

a. Amendment and Attestation of Shipping Articles

When discharged at a foreign port, a seaman should be requested to sign the release appearing under "Particulars of Discharge" on the shipping articles. If a consular officer is present, the officer attests to the signatures by initialing and using the consular rubber stamp seal. A Seaman Action Certificate, Form FS-463 (see 7 FAM 725 Exhibit 725.5), is completed and attached to the shipping articles.

b. Issuance of Certificate of Discharge

(1) Upon the discharge of any seaman at a foreign port, the master shall make the proper entries on a Certificate of Discharge to Merchant Seaman (U.S. Coast Guard Form CG-718A).

(2) If a consular officer is present, the entries are attested to. Both master and seaman sign the certificate. The original of the completed form is given to the seaman. The yellow copy is retained by the master. The white copy is forwarded to the Commandant (G-MVP-1), U.S. Coast Guard, Washington, D.C. 20593.

(3) Amendment of the Certified Crew List. The crew list should be amended by attaching a copy of the Seaman Action Certificate (Form FS-463), certified by the consular officer.

c. Transmittal of the Seaman Action Certificate

A copy of Form FS-463 is sent by air mail to the U.S. Coast Guard.

7 FAM 722.5 Protested Discharges

a. If a seaman objects to removal from a ship by a consular officer on the grounds of unfair treatment, the consular officer should suggest that the seaman write "I sign off under protest" in the appropriate line in the articles under the heading "Release". This will preserve any legal remedies the seaman may wish to pursue at a later date. This usually occurs when a seaman is removed by a consular officer for misconduct or incompetence.

b. If a seaman who is removed from a ship by a consular officer refuses to sign off articles, the consular officer indicates that fact in the appropriate line under the heading "Release" and adds the reasons.

7 FAM 723 WAGES AND ALLOTMENTS

7 FAM 723.1 Payment of Wages Upon Discharge

a. Responsibilities of the Master

When a seaman is being discharged in the presence of a consular officer, the master is required to provide a full account of all regular wages due the seaman, all deductions, and any charges against the wages. When a master settles with a seaman by paying wages due in the presence of the consular officer, the master's duty toward the seaman regarding wages has been fulfilled (46 U.S.C. 682).

b. Responsibilities of the Consular Officer

When a seaman is discharged in the presence of the consular officer, the consular officer must be satisfied that all wages earned have been paid. The consular officer is under no obligation to be satisfied that any wages due after discharge are collected. If a consular officer fails to see that wages due a seaman are paid upon discharge, the officer becomes liable to the U.S. Government for the amount. If the consular officer fails to pay wages that have been collected on the seaman's behalf, the officer becomes liable. In either case, the master and the ship's owner have no further responsibility (46 U.S.C. 683).

c. Manner of Payment of Wages

Wages are normally settled by means of a voucher signed by the master and by the seaman. Occasionally, a seaman is paid by a combination of cash and a voucher. Historically, the master turned over the wages in cash to the consular officer who, in turn, paid the seaman. The master's obligation to the seaman ceased when the wages were placed in the consular officer's hands. In modern practice, wage settlements entirely in cash are rare.

d. Overtime

The consular officer is not responsible for overtime or bonus payments, which are governed largely by union agreements. These payments are usually settled when the voyage has ended. If a dispute arises over the amount of bonus or overtime owed, the consular officer might suggest that the seaman accept the stipulated wages with a notation made on the articles that the acceptance was made under protest concerning the overtime or bonus amount due. By following this procedure, the seaman's rights will be preserved.

e. Extra Wages

Consular officers may find themselves responsible in unusual instances for payment of extra wages. Extra wages are not to be confused with overtime. Overtime is provided by maritime collective bargaining agreements. Extra wages are provided for by law. U.S. law provides for the payment of 1 extra month's wages to a seaman upon discharge under certain specific and limited conditions (46 U.S.C. 683). In past years the purpose of paying extra wages was to assure the relief and repatriation of seamen. Today, discharged seamen are routinely repatriated when necessary by the ship's operator. Extra wages are paid almost exclusively to compensate seamen for injustice, such as cruel treatment or improper provision. In practice, these cases are rare. Payment of extra wages is not authorized when employment arrangements are made for the seaman aboard another ship, when the discharge is voluntary (for example: by mutual consent), and when the seaman is being discharged for incompetency, misconduct, neglect of duties or on similar charges.

7 FAM 723.2 Wages of Seamen Other Than Upon Discharge

a. Payment of Wages During Voyage

A seaman on a vessel of the United States is entitled to receive from the master on demand, one-half of the balance of regular wages earned and remaining unpaid at the time the demand is made. Such demands may be made at each port where the vessel loads or discharge cargo, but not more frequently than every five days or more than once in the same port on the same entry. Failure of the master to comply with a properly-made demand will release the seaman from the contract entered into. The seaman is then entitled to full payment after the wages have been earned (46 U.S.C. 597).

b. Advance Payments Unlawful

According to statute, wages cannot be paid in advance of the time actually earned. The payment of advance wages will not relieve the master or operator from full payment after the wages have been actually earned (46 U.S.C. 599).

c. Agreements for Forfeiture of Wages Inoperative

No master or seaman shall by any agreement, other than one provided for by law, forfeit a lien on the ship or be deprived of any remedy for the recovery of wages rightfully entitled to. Every stipulation in any agreement which is inconsistent with any provision of law or by which any master or seaman consents to abandon a right to wages in the case of loss of the ship or to abandon any right which the master or seaman may have or obtain in the nature of salvage shall be inoperative (46 U.S.C. 600).

d. Deductions from Wages

The master of a vessel has authority under law to withhold from a seaman's wages deductions for income tax and social security purposes. However, consular officers must make certain that the seaman receives signed receipts from the master of the vessel for wages withheld for income tax and social security purposes. Items purchased from the slop chest are also deductible from a seaman's wages. The log contains a record of supplies bought from the slop chest. Each item must bear the initials of the seaman who made the purchase.

e. Allotments

Seamen may stipulate in their shipping agreements that a portion of their wages be sent to family members or to financial institutions. In the past, allotments created or modified at foreign ports were executed on U.S. Coast Guard Form CG-722, Allotment, and the consular officer's approval was required. This form is no longer issued by the Coast Guard. Therefore, any allotment changes may be accomplished as mutually agreed upon by the master and the seaman. The consular officer's approval is not required.

7 FAM 724 DESERTION AND FAILURE TO REJOIN SHIP

7 FAM 724.1 Intent

Desertion occurs if there is a quitting of the vessel and its service by one of the ship's company without leave and with an intent not to return again to duty on the vessel. Neglect or refusal, after an authorized leave, to rejoin the vessel when ordered to return is desertion. Desertion does not occur, as follows:

(1) When a mariner overstays time of leave and has not refused or neglected to comply with an order to return, or

(2) When the seaman leaves the ship because of cruel or oppressive treatment, for want of sufficient provisions in port when they can be procured by the master, or when the voyage is altered in the articles without consent.

7 FAM 724.2 Failure to Join Vessel After Signing Articles

When a seaman signs articles for a voyage, agrees to go to the port where the vessel is waiting to join her, and fails to do so, it is desertion unless the failure to do so was beyond the seaman's control.

7 FAM 724.3 Failure to Rejoin Ship and Casual Overstay

A casual overstay of leave or going ashore without permission is not desertion if the seaman has the intention to return.

7 FAM 724.4 Forfeitures

A seaman's pay, in whole or in part and, in certain specified cases, effects and clothes left on board may be forfeited for any of the following offenses: desertion, neglecting or refusing without reasonable cause to join the vessel, absence without leave at any time within 24 hours of the vessel's sailing from any port, or absence at any time from the vessel or from duty without leave and without sufficient reason not amounting to desertion (46 U.S.C. 701).

7 FAM 724.5 Master's Obligation to Report Desertions

If the desertion occurs at a foreign port where there is a U.S. consular officer, the master reports the desertion to the officer as soon as possible. If such notification is not possible, the desertion is reported at the next port of call where there is a consular officer.

7 FAM 724.6 Consular Responsibilities

a. Investigation of Reported Desertions

An alleged desertion must be carefully investigated by a consular officer. Care is to be exercised in interpreting the law and regulations defining desertion from vessels of the United States. Seamen who are absent without leave or who overstay their leave without the intention to sever connection with their vessel are not considered deserters. When a master reports that a seaman deserted at a previous port, the consular officer immediately communicates with the post having jurisdiction for details concerning the seaman's absence from the ship. The consular officer must take every measure to discourage and prevent actions by masters under which seamen are permitted or forced to desert and subsequently come to the consular officer for assistance. A consular officer does not certify the desertion statement of any master until satisfied that the desertion was not consented to or abetted by the master or the officers or was not justified by conduct on their part toward the seaman. It is not desertion if the seaman openly leaves the ship with the consent of the master or leaves under circumstances showing the master's desire or intention to terminate the seaman's services.

b. Certification

When a master reports an alleged desertion, a consular officer may acknowledge the declaration. If the officer after investigation is reasonably satisfied that the claim of the master is based on fact, a certification may be made. Otherwise, a simple notarization of the master's statement will suffice. If the seaman has simply failed to join, the master's oath is to be taken on Form FS-463, Seaman Action Certificate. In either case a copy of the form is attached to each copy of the articles and to the certified crew list. One copy is sent to the Commandant (G-MVP-1), U.S. Coast Guard, Washington, D.C. 20593. One copy is retained in the post files, and, if appropriate, one copy is sent to the post at the port where the seaman was reportedly separated from the ship.

7 FAM 724.7 Fraudulent or Erroneous Desertion Reports

If it is later determined that a seaman was not a deserter, the consular officer informs the Department promptly of the circumstances and identifies the first U.S. port at which the vessel will arrive so that proper steps can be taken to have the penalty changed to correspond with the actual offense.

7 FAM 724.8 Desertions Because of Cruel Treatment

Where seamen or officers are accused of cruel treatment, a consular officer must inquire into the facts. When satisfied as to the truth and merits of the complaint, the consular officer may discharge the seaman who received such cruel treatment. The consular officer may also require the master to pay the seaman 1 month's wages over and above the wages due at time of discharge. The consular officer may also require the seaman to be provided with adequate employment or with passage on board some other vessel bound for the port from which the seaman was originally shipped, to the most convenient port of entry in the United States, or to a port agreed to by the seaman. The officer discharging such seaman enters on the shipping articles and in the log book the cause of the discharge. Particulars regarding the cruel or unusual treatment suffered are entered. The consular officer then signs and seals the entries with the rubber stamp seal on the articles and the impression seal on the log. The entry in the log and any reply received from the master are also entered, signed, and sealed in the same manner (46 U.S.C. 685, 703).

7 FAM 724.9 Arrest of Deserters

Sections 16 and 17 of the Act of March 4, 1915, known as the "La Follette Act" forbid the imprisonment of merchant seamen charged with desertion. All provisions of the treaties contrary to this policy have been abrogated. However, deserters are subject to the laws of the country where they may be, and not infrequently the local authorities detain deserters as persons who have not been lawfully admitted into the country under its immigration laws. In such cases, consular officers obtain as liberal treatment as possible for the detained seamen if they are American seamen.

7 FAM 725 THROUGH 729 UNASSIGNED

7 FAM 721 Exhibit 721.5a

Sample of a Seaman Action Certificate

(Page 1 of 2)

Sample of a Seaman Action Certificate

SS John Jamieson	Department of State	PLACE	
OFFICIAL NO. 598375	Foreign Service of the United States of America		
OF San Francisco	SEAMAN ACTION CERTIFICATE	Manila	
MASTER Patrick O'Mahoney	BOUND FOR Hong Kong	JOURNAL NO. -	DATE Nov. 9, 1983

SHIPMENT

I, the undersigned, hereby certify that on the dates indicated the seamen hereinafter named have been duly shipped upon the terms and conditions set opposite their names, respectively, and I further certify that they appeared before me, and that they signed the attached agreement in the manner provided by law (U.S.C. title 46, secs. 569 and 570), and in all respects complied with the requirements of law, each for himself acknowledging that he had read or had heard read the said agreement and understood the same, and that while sober and not in a state of intoxication he signed it freely and voluntarily for the uses and purposes therein mentioned.

DATE	NAME AND BOOK OR "Z" NO. (Port where shipped if not this port)	STATION	AGE	NATION- ALITY	WAGES PER MONTH	DATE WAGES COM.	ALLOT- MENT WAGES	NEXT OF KIN--NAME AND ADDRESS
11/8/83	Alan Ross Z 420135-D	AB	32	U.S.	2,425	11/8	None	Wife, Mary, 102 Nye St., Brooklyn, N.Y.

Closed with one name(s)

Given under my hand and seal of office November 9 19 83

SEAL

Vice Consul
 of the United States of America

DISCHARGE

I, the undersigned, do hereby certify that the undernamed seamen have been duly discharged at this port from the above-mentioned vessel, the master having deposited the wages, basic and extra, as hereinafter set opposite their names, respectively.:

DATE	NAME AND BOOK OR "Z" NO.	AMOUNT COLLECTED		AMOUNT BY		REASON FOR DISCHARGE
		WAGES	EXTRA WAGES	VOUCHER	CASH	
11/8/83	Erick Nielson, Z147312	2,521	30	--	2,221 30 300 00	Death of wife in U.S.
11/7/83	Isaac Iversen, Z126431	112	20	--	-- 112 20	Disrated AB to OS

Closed with two name(s)

Given under my hand and seal of office November 9 19 83

SEAL

Vice Consul
 of the United States of America

Form 5-80 FS-463

Sample of a Seaman Action Certificate — Continued

OATH AND DECLARATION OF MASTER AS TO FAILURE OF SEAMEN TO JOIN SHIP, HOSPITALIZATION OF SEAMEN WITHOUT DISCHARGE, OR SEPARATION OF SEAMEN UNDER OTHER CIRCUMSTANCES			
I, the master of the above-mentioned vessel, now in this port, do hereby make oath, in due form of law, that the seamen hereinafter named were separated from this vessel at the ports and on the dates hereinafter stated for the reasons indicated opposite their respective names, and further that all failures to join were without my knowledge or consent, and that, if hospitalized, seamen were not discharged before a shipping commissioner or consular officer for good and sufficient reasons given below.			
NAME AND BOOK OR "Z" NO.	PLACE AND DATE OF SEPARATION	WAGES DUE AND DISPOSITION	REASON SEAMEN SEPARATED FROM VESSEL AND REASON NOT DISCHARGED
Ralph Gillespie, Z183482	Sasebo, Japan 10/30/83	\$1,326.80 left with agent, Sasebo	Hospitalized, no consulate at Sasebo
Erin Fleck, Z468109	Kobe, Japan	\$137.54 retained by master	Failed to join

Closed with two name(s)

I, the undersigned, hereby certify that the foregoing oath and declaration of master to the separation of the above-named seamen from the vessel in the ports and for the reasons stated above, was executed before me on November 9 1983.

Patrick G. Mahoney
Attest—Master

James E. Mooney
Vice Consul of the United States of America.

SEAL

Privacy Act Statement

The information solicited on this form is authorized by Title 46, United States Code, Sections 569 and 570. The primary purpose for soliciting this information is to properly document the shipment, discharge and separation of United States citizen seamen abroad. This information may be made available on a need-to-know basis to personnel of the Department of State, the United States Coast Guard, and other U. S. Government agencies having statutory or other lawful authority to maintain such information in the performance of their official duties.

Failure to provide the information requested on this form may make it difficult or impossible for the Department of State to assist you in properly documenting your shipment and separation from the vessel.

